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THE TORQUE-TUBE



842 Mission Hills Lane,
Worthington, Ohio 43085

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Volume III, Issue 9

FIRST CLASS MAIL





THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume III

July 1985

Issue 9

William E. Olson, Editor.

842 Mission Hills Lane, Worthington, Ohio 43085



The March of Time



This is the final issue of Volume III, and it marks the first anniversary -- approximately -- of my taking over as editor, manager, chief cook and bottle washer. A lot has happened to the Club, to this publication, and to me in that year.

Most obvious, the newsletter has changed its name, and taken on an improved image. It has also -- I hope -- provided solid, useful information, a little interesting history and nostalgia, some entertainment, and the sharing of experience. Beyond any considerations of content, I think this "new look" symbolizes, if you will, a sort of coming-of-age. To illustrate what I mean by this: several months ago, due to various quirks of the Postal Service, the newsletter copies of several members were not delivered, and they simply assumed the Club had folded up. Now I think no one would assume that. Although it seems probable that something around 350 is the maximum number of members, the Club now has, I think, a solid, enduring foundation. Without wishing to appear immodest, I will take some of the credit for this. But much of that credit must go to Dave Lewis, and a lot must also go to all of you. While we still have a fair-sized "silent majority," those of you who have sent me info, photos, notes, letters, curses and praises have made this publication what it is, just as much as, or more than, I have. Finally, a great deal of the credit must go to the cars and to their great appeal. Can you imagine, for example, a 1927-1928 Nash Club, a 1937-1938 Dodge Club, or even a '47-'48 Buick Club? Perfectly decent cars, of course, but not the same.

I have expended some effort, had some fun, and learned a lot. Not only have I learned at least the basics of putting out a magazine, but also I have learned in one year more about 1937 and 1938 Buicks and car restoration generally than I otherwise would have learned in five, or maybe a lifetime. (Regrettably, I have found little time to put this knowledge to practical use on my own car, but some progress should be made this summer.) For this knowledge, I thank you all: your questions, tips, and comments have been the wellspring of it. Yes, it has been a bit of work, and yes, I have gotten a little tired of it all now

(CONTINUED)



Founded by Dave Lewis



and then, but on the whole it has been a very satisfying and rewarding experience. And I have made many friends; the great majority of these I have never laid eyes on, but I count them as friends nevertheless.

I cannot conclude this speech without another loud and prolonged "thank you" to Dave Lewis. Only very slowly -- but surely nonetheless -- have I come to realize and appreciate the depth of his knowledge, his talent and his basic humanity. If any one of you doesn't think he owes Dave a lot, well, buddy, you're wrong.

This is beginning to sound like a farewell address. It's not. I plan to stick around, and to prove that, here's another dose of my usual medicine. It will be my farewell unless you renew your memberships. With the printing and mailing of this issue, our bank account has been reduced close to the vanishing point, and far below the level where interest paid exceeds the service charges. It will eat itself up in a few months.

The membership of every one of you will end on August 31. No exceptions! As I have said many times, I cannot afford to, and will not, assume anything or give away anything. Not one finger will be lifted to begin Issue No. 1 of Volume IV until I have assurance that the Club will continue and that I have the funds to continue it. As stated last time, I have pegged this at about 250 paid memberships.

I don't want to send out reminders, I probably can't afford to, and I'm not going to. Likewise, I don't want to hear anyone say next April that he "forgot" and may he have the back issues, please? If you're that indifferent, you ought to sell your Buick and get into tropical fish or something.

To all of you who may be grumbling about the forthcoming end of bulk rate mail, I have two things to say: (1) I didn't do this, the membership did; and (2) once you see the advantages of first class mail, I think most of you will wonder why you didn't switch long ago. Several people called about my free heater weeks after it had gone to a member who saw the ad two days after I mailed the first class copies. What good is finding out about parts you might have gotten, long after someone else has in fact gotten them? Once first class is universal, I will put into effect a staggered mailing schedule based on geographic distances from Ohio: for example, copies for California will be mailed two or three days before those for Ohio. The object will be to try to get as close as possible to having every member receive his copy on the same day so that everyone has an equal chance at the stuff offered for sale.

So, please, I urge you all, renew your membership now, while it's on your mind. Don't wake up next fall, or next year, and wonder what happened.

Hope I'll see some of you at a show or two this summer. Thanks again for your help and support.

I have tried to get the issue out a little early because, to tell you the truth, I am beginning to suffer some "burnout" and need a rest. I hope by mid-August I will be rejuvenated, you will all have renewed your memberships, everyone who promised me photos to be taken "in the spring" or "this summer" will have sent me the photos, and others will have sent interesting stories and technical tips so that we can move into Volume IV with VIGOR! At the very least, I will be at the BCA Great Lakes Region show in Toledo on August 2-4; please look for me there.



Bill



Mail from Canada



I would like to extend my thanks to Dave Lewis and yourself for the 1937-38 Buick Club and its newsletter, a must for all who own and appreciate 1937-38 Buicks.

My personal interest in Buicks goes back quite some time, to the day in 1946 when my father came home with a 1940 Buick Super sedan. Having had a desire to own an older Buick, especially a 1938, I acted quickly when I saw a "For Sale" ad in the Accelerator, the publication of the Canadian McLaughlin-Buick Club. I had known of the car and knew it was not for sale, so I was very surprised to see this ad.

This Buick was purchased by Miss Katherine McLellan on May 7, 1938 from Hudson Buick Co. Ltd. of Hudson, New York. The lady subsequently moved to Canada and the car was stored for several years before being purchased by the second owner. The car had been repainted in the original black and the bumpers were rechromed, when I purchased the car in December 1976.

The car came with seat covers, which I removed to reveal the original upholstery in mint condition. Also included was: owner's manual, owner's service policy, bumper jack instructions, Borg electric clock instructions and guarantee, and a Buick owner's ballot. There was also a statement dated Nov. 29, 1941 from William Hornell's auto body shop, Hudson, N.Y., to repair and touch up the right front and rear fenders: the amount paid was eight dollars.

Since that time I have added new tires, wheel bearings, motor mounts, and had the steering wheel redone. I might add that the steering wheel was re-finished at "Backwards Unlimited" in Poulsbo, Washington; where they did an excellent job and I would highly recommend their work. The car now has about 85,000 miles, and is a pleasure to drive and a treasure to own.

*Thanks,
Don!*

Donald E. Armstrong, No. 205
103 Ferguson St.,
Kemptville, Ont.,
Canada



COVER CAR



Our cover shows one of the many faces of Mike Eagleson; that is, his face as a little fellow posed in his Dad's 1937 80C with his mother, almost 40 years ago to the day. Sadly, the 80C is no more, but Mike is definitely alive and well. See p.6

BUICK



Jim Hernke's 1937 Roadmaster



Here's a nice photo taken last year by one of our inveterate show-goers, Dan McLaughlin (#466, Rogers City, Michigan), of the 1937 model 80C restored by Jim Hernke (#235) of Waukesha, Wisconsin. (Rogers City is on the western shore of Lake Huron, well up toward the Straits of Mackinac, and Dan travelled over 400 miles to Milwaukee for this. He also graciously supplied me with a second print after the first got ruined in a downpour that penetrated my mailbox.) The 80C was repainted in a close match to its original color: Samarra Beige. This is an unusual color, for which I was able to find an old formula. Although there is no green in the formula, to my eye it has a definite greenish cast; it looks very attractive and very "period" on this car.

Comparing the 80C to the unidentified sedan on the left, one sees clearly the difference in windshield and vent window treatment, discussed a few issues back. Also quite plain is the unusual rear door treatment on an 80C: it is the only model in which the rear door is hinged on the center body pillar. I don't know why this was done, but assume it had something to do with the unique body structure of four-door convertibles. Dan McLaughlin, who once had a 40C that he now regrets parting with, says he had trouble with the rear doors flying open when the car was driven over railroad tracks or rough roads. In the 40C and 60C, just as in the sedans, the rear doors were hinged at the back, making this a real problem if one was going at any speed. A four-door convertible body is inherently much weaker and more flexible than a sedan; due to the absence of the stiffening steel roof; all the strength must be concentrated in the cowl and the floor. If things get a bit elderly and loose, body flexing can be a real problem. Aligning an open four-door body on the frame so that all the doors line up and work perfectly is a tough and frustrating job. [Paul Cusano (#052) was so dubious about his or anyone else's ability to get this done that he undertook successfully to restore his 40C to prize-winning condition without divorcing frame and body.]

Buick called these cars "convertible phaetons." To my mind, this is definitely a misnomer. First, by accepted definition all phaetons are convertibles. Second, by most people's understanding of the word, a phaeton is a "sport" or "touring" body that does not have roll-up side windows. "Convertible sedan" or perhaps "all-weather phateon" would have been much more correct, if also more prosaic, designations. Be all of that as it may, most of us will continue to call them phaetons. They are now very rare and very desirable cars, and Jim Hernke is due the thanks and congratulations of all for his prize-winning work.

How many of you know the origin of "phaeton"? Professor Olson will tell you, whether you want to know or not. In Greek myth, Phaeton ("the shining one") was the son of Helios (or Phoebus), the sun god, and the nymph Clymene. Daily, Helios drove the sun's chariot across the heavens. With the self-assurance of youth, Phaeton once took over the reins, but lost control of the fiery steeds, the chariot plunging toward earth in the vicinity of North Africa. Destruction of the world was averted by the intervention of Zeus, who dispatched Phaeton with a thunderbolt and put the sun back on its course. The North African deserts and the dark complexions of the continent's inhabitants were held to have resulted from this cosmic misadventure. How about that?

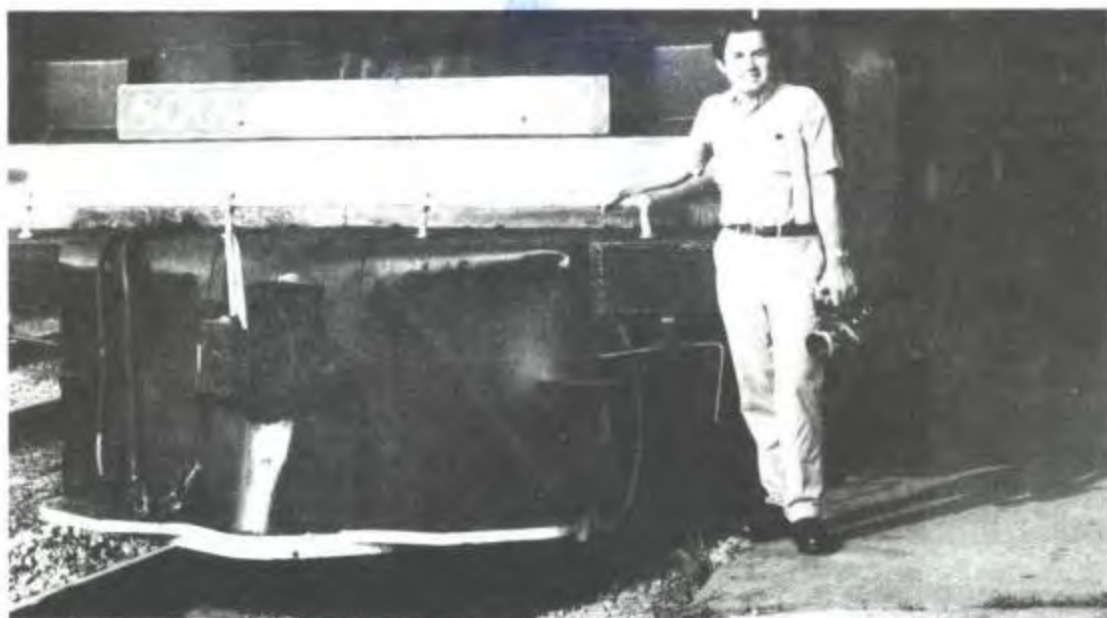
This association with the sun, plus the appeal of classical allusions and the inherent beauty of the word, led "phaeton" to be used centuries ago as a name for a large open carriage; for the same reasons, it was applied to big four-door open cars during the classic era, when body styles and fancy names for them abounded. In other words, someone wanted an elegant name to use instead of "touring car." There were Model T touring cars, but I cannot imagine a "Model T phaeton" any more than I can the phrase "touring car" being applied to, say, a 1932 dual-cowl Packard Twelve. So much for Phaeton and phaetons, and this year's lesson in Greek mythology. Your homework assignment, students, due in June 1986, is to figure out the origins of "coupe" and "sedan."



A nice 46C at the same show



Not Even Doug Nelson Can Match *MIKE EAGLESON!*



There are at least two steam locomotive nuts in this Club: your Editor and Mike Eagleson (#397) of Glen Ridge, New Jersey. I have lately confined my interest to an occasional "fan trip" and trackside views of the Norfolk & Western's No. 611 as it blew through Columbus the past two summers. Owning such a machine would never have entered my mind. Not so with Mike. He and two partners actually own the former Canadian Pacific "Royal Hudson" No. 2839. This awesome machine, interestingly enough, was turned out by the Montreal Locomotive Works in 1937, the same year as Mike's Buick 80C. (The most popular steam locomotive wheel arrangements received names: the 4-6-4 -- four pilot wheels, six driving wheels and a four-wheel trailing truck under the fire box -- was popularized first by the New York Central and named for the Hudson River. Canadian Pacific's version of this locomotive design was named "Royal" following its use on the special train in which King George VI and Queen Elizabeth toured Canada in 1939.)

For those of you who saw and remember the film "Coal Miner's Daughter," No. 2839 appeared in the film lettered (I think) "Southern Railway."

Mike has made a career of his interest in the steam locomotive. He writes a regular column in *Railroad & Railfan* magazine entitled "In Search of Steam," and he has travelled literally the world over to observe, photograph and write about those foreign lines on which steam locomotives still run in regular service: Spain, India, China, Indonesia, South Africa, to name some.

NOTE: Mike sent me some photos of No.2839 in action, which I came very close to printing. I finally decided to omit them, however, since I was afraid you would think I had lost all understanding of what this Club is for. They are neat photos, and I will print one later if five or six people ask me to-- or maybe even two or three people.

No. 2839 differs a bit from your average antique car. Besides using a different fuel -- bituminous coal -- it has the following specifications:

Overall length (with tender)	90' 10"
Height	15' 6"
Weight, engine	366,000 lbs.
Weight, loaded tender	293,500 lbs.
Boiler pressure	275 psi
Cylinders	22" x 30"
Fuel	21 tons
Water	12,000 Imp. gals.

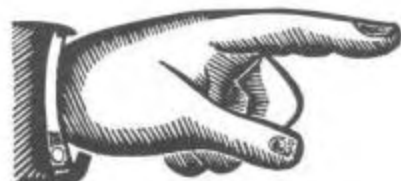
Top speed with an average CPR passenger train on level ground was probably close to 100 mph. Easy to see why cars always come out second in grade crossing collisions.

No. 2839 was originally used on CPR's premier transcontinental passenger trains between Toronto and Fort William at the western head of Lake Superior. It was saved from the scrap yard by the Province of Ontario for a museum project, but the project never materialized and the machine passed into private hands. Mike and his partners are now trying to sell, Mike at least having concluded that he needs the money for more manageable -- if more conventional -- pursuits, such as restoring his 1937 80C. This brings us back to what this publication is supposed to be about.

Those of you who read Issue 6 of Volume II may recall a brief story about Mike and the '37 80C that his father purchased in 1940 and gave away to the local junkman in 1962, as a consequence of neighbors' complaints about a "nuisance" in the backyard. Mike, then only 19, was unable to prevent this tragedy. Faithful, however, to his concerns for preserving and re-creating the legacies of earlier days, Mike in 1982 restored the "nuisance" by finding another '37 80C, in perhaps worse shape than was the first when it departed, and placing it in the same location. Between his searches for steam and other railroad adventures, Mike is now applying himself to restoring the Buick to a glory comparable to the locomotive.



The Nuisance-1962



CARS FOR SALE

1937 model 48 (Special two-door trunk back); these are much rarer than the four-doors. Complete except for hood. Original interior. Some minor body rust but basically very solid. Partially disassembled. Many extra parts. Moving forces termination of restoration project and it's too good to part out.

CLYDE HOFFMAN
3101 Gilmer Road
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1937 McLaughlin-Buick Century Convertible Coupe.
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ARNOLD KORNE (#503)
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Thornhill, Ontario L3T 4V9 CANADA
416/881-9067

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STAN KOSEK
3606 Random Road, S.E.
Cedar Rapids, IA 52403
319/363-1383

1937 Century model 61. Sidemounts. Much mechanical work done. New tires. No rust. Nothing missing. \$6000/offer.

JIM BAHRENBURG (#029)
4585 Irving Street
Denver, CO 80211
303/480-1112

NOTE: In Issue 7 I ran a photo of a 1938 model 47 being restored in a location I described as "the wilds of Philadelphia." In fact, this fascinating place is in the wilds of New Jersey, according to the car's owner, O.J. Misjuns (#473): Dick Foster's Auto Rebuilding of Palmyra, which is across the Delaware from Philly. Looks like Dick does some interesting things. O.J. expects a 95-point car by mid-summer.

● **RENEWAL TIME!** ●

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1937 SER. 40 FRONT MOTOR MOUNTS, 4pc, \$49

ADD 10% SHIPPING. CATALOG \$2/FREE w/ORDER.





TECHNICAL TIPS



TRUNK INTERIORS. One of the answers in the Questions Answered section a few issues back may have been misleading. This referred to covering the floor of the luggage compartment of six-wheel cars with a black carpet material. While this is an acceptable restoration technique, it is not the original treatment. Originally, trunk floors on sidemount cars were covered by a brown rubber mat similar to the front mats that have been reproduced and are sold by Bob's Automobilia. We have located part numbers for these mats for virtually every 1937 and 1938 body style, so it appears that they were used throughout the whole Buick line in those years. [In convertible coupes, there was a brown rubber mat on the floor of the rumble seat compartment, and in sport and business coupes in the interior area behind the seat.] At one time Dave considered having trunk mat reproductions made, but there are too many different sizes, no patterns and not enough interest. As indicated in the answer referred to, on five-wheel cars there was an accessory mat, sold by dealers, that covered the wood shelf over the spare wheel. The trunk floor and tool well in such cars were covered by a heavy black material similar to "tar paper." This could be duplicated fairly well today by using black roofing felt or something similar.

IGNITION PARTS. Here are modern parts that should work in any '37 or '38, courtesy of my good ol' boys, Bob's Auto Services of Columbus, Ohio and their library of parts books.

Points - STANDARD Blue Streak DR-2236XP
Condenser - STANDARD DR-60 or DR-60X

I know the condenser works because it got me going again just the other day. I had a NOS Delco condenser and it didn't last 200 miles. Modern parts, when they fit and especially when they don't show, are frequently much better than NDS stuff, which has been sitting around deteriorating for decades. Speaking of the good ol' boys, my favorite, Lee, received from me for Christmas a "Take This Job and Shove It" belt buckle. Humorous present, right? To my dismay, that's exactly what he told Bob. Lee, who carefully rebuilt my brakes, my front end, and my gas tank and made my baling wire hand brake cables work again, has gone West to find the Lost Dutchman Mine. After a year of looking, I have found real hand brake cables and now I'm not sure whether without Lee they will go into the car. I suspect he'll be back.

TIRES. In addition to the several brands of tires now available in antique car sizes, the Goodyear Deluxe All-Weather is now being made for the first time. This is a nice-looking tire with a diamond tread pattern and very much of a "period" appearance. (See Issue 8, page 4.) Unfortunately, the only '37-'38 Buick size available is 6.50/16, which is correct for series 40. These are \$80 each, shipped freight collect. (Four ply poly with four inch white sidewall.) Contact Jim Benjaminson, Box 345, Walhalla, ND 58282; 701/549-3746. Thanks to Tom Gentile (#130) for this info.



OILS and FILTERS



Paul Culp (#508) sent in a letter asking whether Dave or I had any experience or knowledge concerning use of modern "full-flow" oil filters. The preliminary answer was a short and not very informative one: "No." So I asked one of our Engine Wizards, Bob Pipkin (#076). Here's what Bob has to say.

* * * * *

"The straight eight Buick engines can be converted to the full flow oil filtering system. It takes some machine work on the oil pump, the engine block and the addition of a 'full flow' filter receptacle on the outside of the engine.

Back in the mid-fifties and early sixties, some 'dragsters' with the big block straight eight used the full flow oil filtering system. These engines were run at high RPMS and had expensive engine components. They wanted to make certain no contaminated oil reached the engine bearings and crankshaft.

For all practical purposes we drivers of the '37-'38 Buicks don't have the same problems as the drag racers using the big straight eight. Our engines aren't run a tenth as hard (not even mine) as the ones in the race machines.

Buick used factory-installed oil filters on their engines up through 1936. They were omitted on the '37 and '38's. Oil filters were used again on the '39's and up through the first part of 1942. The next standard oil filter application came on the 1948 engines of the 50-70 series.

Buick didn't use the 'full flow,' where the oil is first filtered before entering the engine, until the advent of the V/8 engine in 1953. All the earlier oil filters were of the partial filtering type. The pressure was taken from the oil gallery and routed through a filter. Eventually all the oil was filtered, but not before it had passed through the gallery and the rest of the engine.

On my '37-'38 Buicks I add a complete oil filter assembly from a 1948 Buick. All the brackets and lines fit perfectly and it looks stock. The filter elements are easy to buy at swap meets or your NAPA parts dealer. I use a high detergent oil in my Buicks and have for the past 20 years. It isn't necessary, in my opinion, to use the multi-grade oil even though I do! A good grade of high detergent 30 weight in the summer and 20 weight in the spring and fall is all you need.

Before driving a 'new purchase' I always drop the engine pan and remove the sludge and jelly in the bottom of the pan. Remove the oil pump screen and clean with lacquer thinner. Add new detergent, yes detergent, oil and change oil every 1,000 to 2,000 miles.

I've heard arguments all my life about detergent vs. non-detergent oil in old engines. I can find no evidence to support the use of non-detergent oil. I've never had a bearing failure in a straight eight Buick engine using detergent oil in my new engines or old engines.

I'm not even loyal to a particular brand of engine oil. I've tried at least ten brands over the years with no ill effects. I will recommend the use of the 'premium' oil regardless of brand."

* * * * *

(CONTINUED)

Our thanks to Bob for this informative commentary. If anyone wants to pursue the "full-flow" oil filter idea, contact Bob and I'm sure he can fill in the details of how it might be done (2516 62nd South East, Salem, OR 97301). My personal recommendation is that you do not do it, because it requires considerable work -- I expect you'd have to pull the engine -- and substantial and irreversible modification of stock appearance and function to little or no advantage. Without question, I am a champion of careful and thorough lubrication. My father, for most of his working life, sold industrial lubricants and solvents for Socony-Vacuum Oil Company, now Mobil (remember the Flying Red Horse and the Gargoyle?), and I learned these lessons at an early age. However, all one really needs to do is match the lubricant to the conditions of service. Modern multi-grade SE or SF motor oils are a must for new car engines, and the long intervals between servicing that manufacturers now specify. But I do not see that they are going to do anything wonderful for 1930's engines that are not usually given hard use.

I agree with everything that Bob says, and would suggest that if you want an oil filter you use the '48 Buick set-up he recommends. If you want to use detergent oil, fine, but: (1) since detergent oil tends to carry particles of glop in suspension rather than letting them settle out in the pan, you should have a filter of some kind; and (2) first clean out the sludge as Bob suggests. The latter is one of the many corollaries of Olson's First Law. If the detergent oil starts loosening that stuff up and sending it around through all the oil passages, and you get the mechanical equivalent of a myocardial infarction, you're going to be mighty sorry.

Cars used for tours or rough service may well benefit from detergent oil, provided the above suggestions are followed. However, I would not hesitate to drive any 1930's or 1940's car in good condition any distance under any conditions using a good-quality non-detergent oil. Modern motor oils, even the non-detergent ones, are superior to the products of 30 or 40 years ago, and older engine designs do not place the demands on lubricants that modern iron does, unless one drives in a manner in which no antique car should be driven.

The most important things, to my mind, that can be said about motor oil are: check it often; change it often; use a quality product. Even at today's prices, oil is cheap.

Bob mentions that 1936 Buicks had an oil filter. For 1937, Buick adopted a new oil pump design, with a floating screen. The idea of this was to draw clean oil from the top of the sump and allow sediment to settle in the bottom. This system, according to the Shop Manual, "makes the oil filter used on previous models unnecessary" (see page 6-25). Apparently this thinking was revised in later years.



Dealer Service Bulletin



OIL PUMP FLOAT SCREEN ASSEMBLY 1938 ALL SERIES

The oil pump float screen assembly, Part No. 1299309, was changed in production from #16 mesh to #30 mesh, Part No. 1304074. The purpose of this change is to lessen the possibility of carbon or oil sludge being induced into the oil line, thereby clogging the restricted oil line fitting to the overhead mechanism.

Only the new #30 mesh screen, Part No. 1304074, will be supplied by the Parts Department. This screen may also be used on 1937 models.



Dealer Service Bulletin



NOTE: The following Dealer Service Bulletin concerning modifications for operation under heavy dust conditions is probably no great help in itself, since I doubt that any of us are going to be doing that. However it is of interest not only for historical reasons, but also because it indicates that AC oil filters are an authentic 1937-38 accessory. The optional oil bath air cleaners mentioned are now extremely rare.

**CRANKCASE
PROTECTION FOR
DUSTY TERRI-
TORIES 1937-1938.
ALL SERIES**

Special protection against dust entering crankcase ventilating system is necessary for cars operated in "dust areas" where heavy duty air cleaner equipment is required.

Material provided for 1937 and '38 models is as follows:

TIMING GEAR COVER

On the early 1937 Series 40 the timing chain cover and crankshaft oil slinger should be replaced by 1938 type parts as outlined in BPS 2.017 page 407. 1937 and 1938 Series 60-80-90 engines are equipped with the same type of seal at this point.

OIL FILLER CAP AND AIR INLET

A combination oil filler cap and air inlet for rocker arm cover, Group 1.767, Part No. 1528877, has been designed to replace the 1938 type oil filler cap. This part will be available approximately July 1st, at Factory Parts Department only. To install this combination cap on 1937 engines, a 1938 valve rocker arm cover must also be installed, as follows:

40 Series, Group 0.386 Part No. 1294585
60-80-90 Series, Group 0.386 Part No. 1294586

AIR INLET IN ROCKER COVER

The air inlet opening at the rear of the rocker arm cover must be hammered shut and soldered to prevent dust from entering.

VENTILATOR INLET

A new crankcase ventilator inlet, Group 1.760, Part No. 1309987 for all 1937 and '38 Series is now available, at Factory Parts Department only. This assembly is filled with copper gauze instead of hair, which provides improved filtration at this point.

The above two new units, air inlet and oil filler cap, and ventilator inlet, are filled with the same type copper gauze as commonly used for air cleaners and require the same cleaning attention. Wash with gasoline and dip in engine oil every time heavy duty cleaner is serviced.

Changes outlined above, with exception of oil filler cap and air inlet, should be made immediately on cars operated in dust areas, and the original filler cap used until the combination cap is available. Several months' operation without an air inlet to the rocker cover will not be injurious to the engine.

A suggested aid for further crankcase protection is to install an AC Kleeer Kleeen oil filter, obtainable from AC wholesalers. Each filter package contains installation instructions.





Woodgrains: What to Do?

There is something about shaped and finished wood that makes it appealing to almost everyone. In objects made largely of the products of forges, furnaces, mills and presses, wood brings a sort of warmth and friendliness. Thus, except for a relatively brief period during the Great Age of Glitter, wood, real or simulated, has always been used decoratively in automobile interiors. Real wood expands and contracts unevenly with changes in temperature and humidity and therefore tends to shrink, crack or warp. The more elaborate the pattern of grain, the more, generally speaking, such problems are likely. Elaborate grains, plentiful in the early nineteenth century, were so heavily used in furniture that even 50 years ago they had become scarce and costly. Wood requires periodic refinishing. So by the 1930's auto manufacturers had developed a method of reproducing, quite convincingly, on stamped metal the look of wood. Little did they know the difficulties this would cause people decades hence. If they had known, I daresay they would not have cared.

In response to several questions about restoring woodgrained dash panels and moldings, I will try to set forth what I know about the subject -- admittedly not a lot, but maybe enough to help some of you a little.

In the 1937 40 and 60 series cars, the entire dash and garnish moldings are woodgrained, except for convertibles, in which the moldings are chrome plated. In 1937 80 and 90 series cars, the two raised portions of the dash were covered with a different kind of pattern set off by vertical chrome strips, while the balance was painted. The moldings could be either painted or grained. (See Vol. III, Issue 3 - Questions.) For 1938, I believe all dashes were wood-grain and the same choice of moldings applied in 80 and 90 series cars, while the 40 and 60 series '38 moldings were the same as in 1937. The grained moldings in 80 and 90 series were called "mahogany."

The moldings in '37 and '38 40 and 60 series are the same, but the dash panels are different. In all cases, the wood imitated is walnut. The moldings have a more-or-less straight grain pattern, and the pattern follows the molding: that is, it runs horizontally where the molding is horizontal and vertically where the molding is vertical. At the corners, the patterns are sort of blended together. On the '37 dash, the grain runs horizontally, and has a "curl" or "mottle" figure in it. (This has been called "fiddle-back" but that is not a good name, since a "fiddle-back" figure is much more regular.) On the '38 dash, the pattern is more of a "flame" or "swirl" appearing to radiate from a point below the bottom center. It is virtually impossible to describe such things in words. Unfortunately, I have no photos or even drawings of original dashboards

(CONTINUED)

that can be reproduced. (This is a project I have put in my "project book." In my own car, the woodgraining is too far gone to photo, but not so bad that I cannot see what it was originally. I have deferred any attempt to restore it for several reasons, one of which is I could never reach a conclusion myself as to what to do.) For those of you who wish to do some research, there are various books that show photographs of wood veneers. If you can locate any of these at a library or dealer in exotic wood, look for something that shows a "mottle" figure (more common in mahogany and satinwood than ~~in~~ walnut) and you will have an idea of the 1937 dash appearance. For 1938 look for a walnut "burl" or "flame" figure. In any case, I suggest it would be useful to study as much finished walnut as you can to get an idea of color and pattern.

Woodgraining of dash panels was applied before the panel was stamped out in a press. Careful inspection of my own car seems to indicate that the metal was first painted with a gray primer and then a tan color. The pattern, which varied from opaque to transparent, was applied over this. Dealer Service Bulletins speak of a "transfer" or "decal comania," and I presume the grain was in effect a giant decal, probably made by photographing an actual piece of wood and then applying that to decal material by a silk screen or similar process. This "transfer" would have been much easier to apply before the panel was shaped.

Unfortunately, there is no easy way to replicate all this today. Woodgrains are very difficult to paint realistically, especially those that are highly figured. Both walnut and mahogany are "open-grained" woods that show pores as little dark streaks or flecks in the grain. To paint each such streak individually with an artist's 00 detail brush would be an exercise few people could complete without courting madness or ruined vision. All we can do is try to come as close as we can. There are here, as with everything else, two basic approaches: have it done by a "professional" or do it yourself.

There are several professional woodgrainers who advertise in Hemmings and other publications. Dave Lewis had his car done by Elmo's Grainmobile, Rt. 4, Box 262, Rusk, TX 75785 (214/683-5657) and is quite pleased with the work. The others may do as well. Prices vary considerably, but you must be prepared to pay several hundred dollars for dash and moldings, at least.

One way to do it yourself is to use Di-Noc. This is a product that has been made for decades by 3M and which comes in a great variety of woodgrain patterns. It is a very thin adhesive-backed plastic material that is used, among other things, on the sides of station wagons. It will stretch, and thus go over curves and around corners, but this requires application to the panel of heat from a powerful hot-air gun. Even with heating, I think it would be very difficult to get over the two raised sections on a 1937 dash. After it is in place it can be sprayed with several coats of lacquer. I have studied the sides of many station wagons, and have not found any that I thought showed a suitable pattern, but I'm sure I have seen only a fraction of the patterns that are made. Di-Noc is not sold to the general public and must be obtained from a car dealer or auto body supply firm.

Another way is to use printer's inks and lacquer. For this, get the book Woodgraining: A New Approach. At present, I can't find my copy, but check the ads in Hemmings or Cars & Parts or Old Cars Weekly and you'll find it.

(CONTINUED)

FOUND IT ! Here's where to get the woodgraining book:
SK PUBLICATIONS, 175 May Ave., Monrovia CA 91016.
Price is \$4.95 plus \$1.25 shipping. Stock # SK-104.

Lastly, one can use paint with or without dry powders. The powders, used to simulate streaks and pores, may be "dry colors" (paint or art stores) or the stuff used to color concrete (mason supply houses). The paint might be ordinary auto lacquers, or "hobby" stuff (e.g. Floquil) or taxidermy paint, or japan colors or anything else you can think of that might work. If you have one and are reasonable skillful in its use, an airbrush could produce good results. Stiff brushes, combs, wadded cheesecloth, etc. have also been used. Good effects may be achieved by applying the grain pattern in successive parts or layers with coats of lacquer or other clear finish in between to provide an illusion of depth.

In addition to the book mentioned above, you may wish to obtain and read articles in these back issues of Special Interest Autos: #14 (paint) and #11 (Di-Noc). (Box 904, Bennington, VT 05201.)

It should go without saying, but I will say it anyway, that all parts must be removed from the car and all rust and old finish removed before any restoration is attempted. In addition, it should be obvious that to get any kind of acceptable result, considerable practice and experimentation will probably be necessary.

I will try to provide more information and suggestions on this subject in the future. If any member can provide help of any kind, and especially clear photos of original dash panels in good condition, please let me know.



— Bill

***All Memberships MUST be
Renewed by August. Do it
Now, Before You Forget. ~ ~***



Each of you gives the Club life.

QUESTIONS ANSWERED



... by Dave Lewis

Q; We have established that 1937 dashes/moldings, 40/60 models are woodgrained. What color is the woodgrain? What pattern is it? Are all the covers, map light cover etc. woodgrained or painted a solid color? Are there any vendors I can obtain the exact pattern from? Are 37 & 38 the same pattern?

A; The 1937 Buick, Model 40/60 used a Walnut grained Dash and Garnish Molding. The pattern was different from the Dash to the Garnish moldings. The latter was a swirl type pattern and the dash was more of a straight line grain running Horizontally. The Garnish moldings had a milky appearance (Grey/White mixture) and the Dash was more of an actual Walnut Tone. The Ash Trays, Defroster Duct outlets ('37's) were painted a Dark Metallic Brown and the rest was woodgrained. This same Dark Brown was also used on the Steering Column, Gear Shift Handle and the Steering Wheel Lock assembly.

The 37 80/90 Series offered three options, one of which was a Mahogany Woodgrain on the Garnish Moldings only. It was a rich Wood Grain using red and dark brown for colors. The Dash was painted in a Fawn color with a Lace pattern between the chrome strips at the Glove Box and instrument cluster. The other two options for the garnish moldings were Black or Fawn to match the Dash.

The 1938 Buicks, 40/60 series used a Woodgrain pattern on the garnish moldings very similar to 37, but the Dash was different. They used a Vertical pattern in the grain. The originals I have seen in the last few years have a Gold Tone to the Dash, but I have been told that age has caused this and they were a brown color when new. Since I have no experience with the 38- 80/90 Series cars, I can not tell you their treatment. The Ash Trays on 38/ 40/60 were painted a very light Gold color and the Map Light Cover was Light yellow plastic.

I know of no vendors that have the original color chips for the Woodgrain. I did have a source, but the chips were lost in a fire a few years ago and I never had a chance to see them. My total experience is from dealing with several low mileage original cars in the last few years. If any members know of more information I would appreciate your letting Bill Olson know of your source.

EDITOR'S NOTE: There are a few inconsistencies between Dave's answer to the question on woodgrains and my article on the same subject. The two were done independently, and we have looked at different cars and source material. I am not sure how to reconcile the differences. It may be that Buick made changes in the patterns during model years, or that the effects of time have been different in different cars. For example, the "milky" appearance Dave mentions does not show on my car at all, although it may be that on garnish moldings the transfer was applied directly over a grayish paint. (In fact, some walnut does exhibit a grayish cast, especially in the "raw" state; if you haven't guessed, I know quite a bit about cabinet woods and veneers--probably more than I know about cars.) For another example, on my car there is no hint of a "swirl" pattern on the garnish moldings, although I feel certain they have not been altered and they are not in too bad shape. I decided to give you both our versions as written. If you are now more confused than before, you can always ignore one or the other or both of us. I will freely admit that Dave is more authoritative than I on all subjects save spelling, but obviously the whole business needs more work and more research.



QUESTIONS



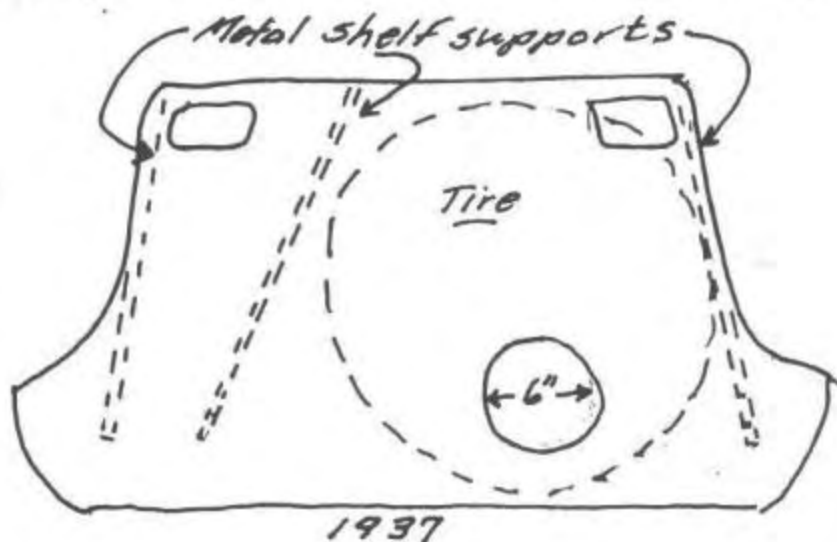
Q: Is it correct to have chrome plated Headlight Rings on my 37 Model 41 or should they be painted to match the car?

A: All 37 and 38 Buick, all series, used a chrome Headlight Ring. The proper name for these is, Headlight Doors.

Q: What was the exact thickness and material of the 37 model 41 luggage shelf? Did it have a hole in it? Was it covered with a mat. Brown, Taupe or Black Mat?

A: This Board was made from 5/8" Plywood. It was painted at the factory with a Taupe Color to protect the wood from moisture. The dealer sold a rubber Mat at their parts department for it if requested by the owner. I have never seen one so I don't know the color or design. The one for Sidemount cars was Brown and had the same emblem and pattern as the front mat. I assume. The Shelf Mat was a universal Black Mat. The Board had a Hole (about 6") at the rear center, to grab the tire and help pull it out of the slot. There were also hand holes (37 only) at the inner side to help push the tire or fish out hard to get at articles. There was one of these holes at each side on the 37's. The 38's did not use the rear holes, only the one large one.

EDITOR'S NOTE: By "rear" Dave means toward the rear of the car, not the back of the board as you look at it in place--see the rough sketch below. Another purpose of the round hole is to enable one to put air in the tire without removing it from the car.



Q: For my 37, where were the heater and defroster switches located? Were there one or two switches? Did they have the same color Knobs?

A: Your car, when it was equipped with a defroster, had two switches. The Heater Switch knob was ivory to match the other knobs. The defroster Switch Knob was maroon. These switches were of the twist type and were variable to control the speed of the motors. They also had lights under the knobs so you could see when they were on and help locate them at night. The factory pre-punched both holes on the lower edge of the dash, just to the left of the steering Column, and next to the instrument light switch. The Heater Switch goes in the left hole and defroster in the right. They mounted thru the dash, pointing down with only the knob showing hanging from the bottom edge of the dash.



QUESTIONS



Q: Can the Oil Pan be taken off to clean the filter without jacking the engine up?

A: You will have to remove the front stabilizer arm to allow the pan to be removed. This is very simple and no great job. The "Filter" you are speaking about is not really a filter, but a screen on the bottom of the oil pump pickup. I think it is a good idea to clean this if you have an original car that your not sure of it's past history, but not necessary on a regular basis. 25,000 or 25 years would be fine.

Q: Is the proper position of the license plate bracket on the right or left side of the car? Right being the passenger side.

A: The proper side is the Left.



HELP !



Among the returned Questionnaires were a number of suggestions for things the Editor might do. A prominent example is something like this: "Why don't you go through the lists of New Members in the BCA Bugle and send information to each person listed there who has a '37 or '38 Buick?" Well, folks, I did that: I sent out maybe 50 free "introductory" copies of the newsletter to those people. The result was not encouraging. That effort, which cost perhaps \$100, brought us about three new members: a losing proposition. There were several other suggestions. But you know something, friends? -- there was not one single volunteer to do anything. Well, I am already doing all that I can possibly do. If anybody wants any more, he's either got to do it himself or find me someone who'll do it.

One repeated suggestion is that we should put together a membership roster, by name, by state and by year and model car. I agree this is a good idea. I have not done it simply because it is just too much work. There seems little sense in doing it now, but it should be done soon after the new membership year begins on September 1. Therefore,

* I NEED A VOLUNTEER WITH A HOME COMPUTER TO PREPARE, PRINT OUT AND KEEP CURRENT A CLUB ROSTER. *

I will send this person copies of the Application Forms as they come in. Until someone comes forward, there will be no roster. Don't all jump in at once, please.

— Bill





SHOWS & EVENTS



A few months ago, I received a note from our member in the Philippines, Ed Doucette, that he will be "Stateside" this summer and plans to attend the BCA National. I in turn sent a note to Dick Jones, who lives in the L.A. area and is active in BCA affairs, asking that he look for Ed and make sure he was welcomed. Here, in part, is Dick's reply to me. As you'll see, Dick is ready to make all of us welcome. Those of you who will be in L.A., please accept Dick's kindness with thanks.

Dear Bill,

Sorry I've been so long answering your letter of April 19. However, my business has kept me going night and day for the last couple of months.

Thank you for the kind word about our 37-91. It did take 2nd place at the San Gabriel third annual Buick show at Thorsen Buick in Pasadena, May 5th. It was a good show as we had 85 Buicks there.

Being as you are not sure why you picked me to write to, I'm sure you will be pleased to know that Barbara, my wife, is taking care of all pre-registrations for the national and will be at the registration booth the afternoon of Thursday the 4th, all day Friday the 5th and 8 am til 1 pm the 6th. Therefore any 37-38 Buick members should make themselves known to her and she will know where I am. I had thought about a booth for the 37-38 club but gave the idea up because I already have many duties to fulfill during the show.

Well, enough for now and we are writing Ed Doucette and will certainly make him welcome. Sure wish you and Dave could make it as we would very much like to meet both of you guys and thank you in person for all you've done for us 37-38 owners.



Sincerely,

Dick Jones



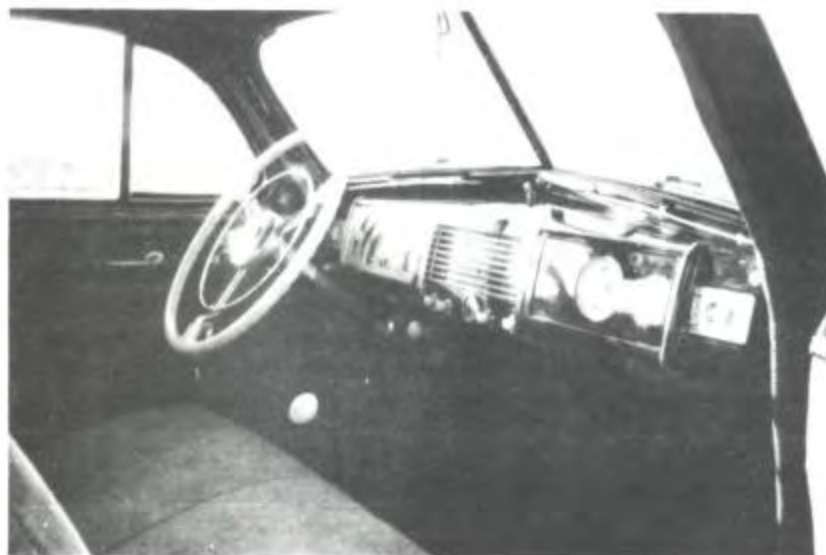
TECHNICAL TIPS



FASTENERS. One place I've found that has a good supply of quality screws, bolts, clips, washers, sleeve nuts and other types of fasteners in all those odd sizes, plus a few unusual tools and door hardware items, is

Auto Hardware Specialties
RR 1, Box 12 A-B
Sheldon, IA 51201
(Catalog is \$2.00)

Doug Nelson's 1938 66S Again



It was beginning to look like this issue would really slight all you '38 owners, so I fished these out of the archives. Sorry this doesn't show the dash pattern in more detail, but maybe Doug will give us a close-up.





The Buick Master heater provides healthful hot water warmth for coupes everywhere and for larger cars in the more moderate climates

1937 heaters



The Buick De Luxe heater has unusual heating capacity; ideal for larger models and colder climates

The following Dealer Service Bulletin indicates that 1938 defroster parts may be used with the 1937 DeLuxe heater if certain modifications are made. The 1938 defroster functioned more effectively--at least by the standards of that time. Defrosters were not as popular an option as were heaters, and 1937 and 1938 defrosters are now rather scarce and fairly expensive. If you find one, I would suggest buying it; if you don't want it, some other member surely will.

Defroster No. 980576 may be installed on a 1937 car using 1937 De Luxe Heater and is considerably more efficient than 1937 defroster No. 980559 originally released for this installation.

The adapter plate on No. 980576 has a small tab at the back which must be bent downward to hook over the back edge of the 1937 heater case, then place the adapter in place and drill two new holes for the self-tapping screws (use drill size #45).

It is also advisable to lengthen the defroster opening in the top of the 1937 heater case about $\frac{3}{4}$ " on each end by sawing away the metal.

Outlet fittings are the same in the No. 980576 package as in the No. 980559, therefore, other No. 980559 instructions apply.

Due to shortage of No. 980559 defrosters, No. 980576 should be substituted as above on the 1937 De Luxe heater, using No. 980559 on 1937 Master heater.

**DEFROSTER
#980576.
INSTALLATION
WITH 1937 DE-
LUXE HEATER**

SMART LUXURY for every moment in your 1937 Buick

BUICK interiors invite you to relax and enjoy life in armchair ease. Style perfection that charmed you in such exterior refinements as the new illuminated license bracket greets you, likewise, in every detail of interior appointment.

On every hand, standard fittings or accessories provide the comforts of home.

You can have radio, with its rich variety of entertainment. You can have new, efficient, Buick-styled hot water heaters, to provide cozy warmth on coldest days. An electric clock will keep

faithful count of happy minutes. And, when you smoke, ash receivers are within easy reach in front or rear compartments.

Few other times in life will yield as much satisfaction as the luxury-filled moments in your 1937 Buick.

(Heater pix and this blurb from THE BUICK MAGAZINE--Oct.1936)

MAIL



PROUD 1937 OWNER

William E. Olson
842 Mission Hill Lane
Worthington, Ohio 43085

Conrad Burnett (#434)
510 Lost Acre Lane
Great Falls, VA 22066

January 9, 1985

Dear Bill,

Enclosed is a copy of a sales brochure, that I have saved for about thirty five (35) years. I found it in my Grandfather's attic. Hope it can be useful.

As you can see I have just about always been interested in '37 Buicks. My Grandmother used to own a '37 Roadmaster, which I can remember riding in when I was a young boy. She sold it in 1954, in Worcester, Mass. (I wonder if it is still around?).

I now own a '37 Century with side mounts. I finally found the one I wanted, after looking for a long time.

My wife and I took a ride from our home in Great Falls, Virginia to Grundy, Virginia just to have a look see. The 450 mile trip was worth it.

One look was all I needed. The body was in exceptionally good shape with just a small amount of rust on the rear. The car was still in it's original condition and running. The odometer had just 61,000 miles on it.

So I made the deal right away. I picked the car up about a month later and brought it home using a trailer. This all took place in July 1983.

I started dismantling the car in October of the same year. The body was removed from the frame and all parts were Oli blasted and Redi-stripped.

The engine has since been taken apart and put back together. All other mechanical work has also been completed, with just a few mistakes here and there. Everything seems to be okay. Now. Of course, I had a little help from Dave Lewis. He rebuilt the generator, starter and distributor. Actually he didn't just rebuild them, he restored them to "show quality" shape. A really nice job.

I am now getting ready to start on the body work. That's about all for now. I'll keep you informed of my progress.

Sincerely, 

Thanks, Conrad. "One look was all I needed" is a familiar statement. The sales brochure Conrad sent me is a copy of The Buick Magazine for October 1936, which was designed to promote the new 1937 models. Part of it appears in this issue, and I will use the rest from time to time in future issues.



On the GUINEA PIG RUN

A run-of-mine driver puts Buick through its paces on this route

By HEYWARD ANDERSON

we let it go at that. But it wasn't a convention. It was the run of the Guinea Pig Fleet.

What is a Guinea Pig Fleet—and why? To understand it, you must realize that all the specifications for a car aren't written by the engineers.

They're written in part by America itself. America's hills, America's plains, America's roads, America's traffic—all the variations in climate and topography of this vast country have to be taken into consideration before a car design is complete.

More than that, America's drivers have to be given a thought. Some of us drive daily, almost live behind the wheel. Some see the open highway only on the week ends. Some of us have a light treadle touch and a sensitive hand on the wheel. Others tramp down with a heavy foot and swing around corners with a jerk and a yank.

In short, some of us are good drivers, some are fair to middling, and some, very frankly, are not so hot. But the car and its controls—not to mention its engine, its ride, its roadability—have to be planned to satisfy all kinds.

To all outward appearances, the Guinea Pig Fleet was simply six Buicks and twenty men traveling in caravan from Flint, in level Michigan, to White Sulphur, in mountainous West Virginia. But only the first car and the rear guard were production line jobs. The camouflaged 1936 bodies on the other four hid the engines and chassis of brand-new 1937 models not yet announced to the general public.

Our route had been chosen for the variety of its miles. Some were flat and straight and open, some were steep and winding. There were miles of concrete, of asphalt, of brick, and even a little gravel. There were crowded cities, busy towns, villages; there were detours, stoplights, underpasses, bridges; there was traffic-clear country, where it was safe to step on it; there were snaky roads, where a driver's eye never dared to wander.

Even our line-up of drivers had its purpose to it. Top executives of Buick rode in the four new cars and took their turn at the wheel, like the rest of us. Men from the field force—familiar with public likes and dislikes—rode side by side with representatives of engineering. And then, because most of

these men are experts behind a wheel, there were that half dozen of us who did not belong to Buick's immediate families.

We qualified for the ride by being average, ordinary, run-of-the-mine car owners, with more than a touch, I suspect, of the Sunday driver in us. We were the Guinea Pig drivers of the Guinea Pig Fleet.

We weren't there to test those Buicks, exactly; weeks of grueling punishment in the hands of hard-driving Proving Ground crews had already proved their worth. The whole idea was to see what happened when a cross section of the American driving public put them up against a cross section of American road and travel conditions.

THE Guinea Pig run was but a few hours old, and already the answers were beginning to come in. There was that stretch back in Michigan, where, in my first trick behind a 1937 Buick wheel, I drove a car faster than I ever had before. I was still thrilling to it, still marveling at the perfect ease of it, still kiting it down the smooth concrete, when a half-hidden traffic light suddenly went red.

In my own car, I would have slammed on the brakes, grabbed for the emergency, and prayed that no car was about to cross the intersection. I didn't even put my full weight on those Buick brakes—but that car came down to a halt as lightly as a falling feather. My two back seat passengers, stretched out and relaxed, didn't move an inch from their easy poses. The Buick man beside me merely grinned and made some notes.

"Pretty smooth stop," he said. And added: "You were doing eighty-five!"

Later, we found another straight stretch. Clear and smooth and open, there lay a good mile and a half of clear going. The pilot car was far ahead, signaling that the way was clear for a top speed test.

"All right," said our driver, "let's try it!"

In the back seat now, I watched the speedometer needle creep up the dial, over the top, then down until it flirted with three-place figures. I waited for the shudder, the strain, the wobble. There wasn't any. I

A LONG line of freight cars blocked the road, and the attending switch engine seemed no hurry to move them. So the two men in the fast little roadster had a chance to catch up with us and satisfy their curiosity.

We had passed them once, outside of Detroit. They went around us just below Toledo, where we had stopped for gas, a change of cars, and a bottle of pop. We'd passed them again soon after that. Now here was their chance to find out what it was all about.

"Where you fellows heading?" the roadster's driver hailed us.

"White Sulphur Springs."

"Bound that way ourselves. How are you getting?"

"We'll make Columbus this evening. Then Portsmouth, Huntington, Charleston, and on in that way."

The other's eyes appraised our car adoringly. "You must be in a hurry to get here! We've been trailing you all the way from Detroit, and you've certainly been pipping. What will those babies do?"

We named a figure well within the top speed we had reached a little while before.

"I can believe it," nodded the other. "That is it, anyway, a convention?"

The freight cars were moving at last, so

listened for the labor of the engine, braced myself for the "toss" such a rear seat ride should normally bring.

But there was none of that. No weave, no wander, no fluttery "tiptoe" feeling. Only the higher tune the engine whispered and the rush of the wind in our ears told us how swiftly we were putting the road behind us.

I knew I'd never drive a car of my own at such a pace. But knowing that Buick could do it, seeing how easy and steady and smooth it was under pressure, gave a new sense of security to every mile we rode at normal speed thereafter.

Soon came another lesson. You'll find stretches, traveling that country, where the roads are high crowned and inclined to wind about. It isn't bad going, but hitting curves on a narrow, high-crowned road isn't always exactly comfortable, either. Some of us went into them with a foot on the brake and a tight grip on the wheel. Experts approached with slightly checked speed, applied their power at just the right instant, and went swinging around with hardly a break in their pace.

But in neither case was there any give-over, any heeling, any leaning to the outside. Cars clung to the right of the white center strip, as one fellow put it, "like they were on tracks." I began to get what the engineers meant when they talked about double-end stabilization.

EVENING found us in Columbus. Then dinner, a night's rest, and an early start the following morning. Not much happened as we dropped down the rich valley of the Scioto River. A detour, a couple of underpasses, where brakes and center point steering got some unexpected tests, and before long we were in Portsmouth. Then fifty miles more up the flat floor of the Ohio Valley to Huntington, and two cars missed a turn and got lost!

It wasn't anything to get upset about, but we wasted an hour. We were plunging into the trickiest part of the trip, and we were running behind our schedule. It looked like there was going to be fun.

They have some fine new roads in West Virginia. They are broad, well marked, and nicely graded. But there are some tough old hills too. There are places where all a road can do is follow the twisting path of a stream, with hills rising like wooded walls close on either side. You climb and you dip, you twist and you turn, and in the process you give a car a workout that's a honey, and no mistake.

Somewhere up ahead was Charleston—and lunch. By appointment, all cars were to gather there. By this time, each quartet of drivers had driven in three of the four new models; we would switch once more in Charleston, the last change of the trip.

I don't remember a lot about that run to Charleston. There was one beautiful stretch of brand-new road, where we picked up precious minutes. There were curves, sharp curves, one after another. There were glimpses of mountain cabins, of patches of corn high on hillsides, of narrow creeks, a rocky river. But most of that is blotted out by the memory of what came after Charleston.

Some forty-odd miles beyond that city,

there's a stretch of road I'd like to cover again—with someone else at the wheel. They tell me it was beautiful—I don't know. I had my eyes glued to a road that was winding enough to break a snake's back! First, it was swing hard to the right, then swing back, harder, to the left! Take it slow around this shoulder, step on it quick to meet this grade.

Blast it! There's a truck, creeping uphill on a two-lane road. Got to get around it—can't lose the roll. There's your chance—bear down on that treadle! And around we'd go, as that husky straight-eight engine (bless its spark plugs!) took hold with power that never failed, no matter what the call was!

Meantime, we were climbing—how we were climbing! Not straight up—you can do that with a rush. But winding up, twisting up, never having a hundred yards of clear road ahead. Top speed? You didn't look for such things here! Only power counted—steady, sure, dependable power! Hold your momentum, if you can. Try to save some speed to meet each new grade. But again and again we'd have to check for a curve, then call on that engine for more power to meet another climb.

And we always had it! Still with us was that surging lift, when the foot went down on the gas treadle. Still there was that quiet, unlabored, reassuring whisper of those eight, great, power-packed cylinders. If there was any faltering, it was on my part, when a projecting shoulder sent the road wheeling out into apparent nothingness. If there was any slowing down, it was when I braked. That Buick was willing to travel whenever I was!

I have a faint impression of the crest. A wider space in the road, a car parked there so that someone could admire the view, a breathless glimpse of far-flung forest-clad slopes. I didn't stop. I was too busy eyeing that road—and admiring that marvelous piece of machinery that took every grade,

every turn, every twist with such blithe and nonchalant assurance.

I don't know how long it took us to cover the thirty-mile stretch of my trick behind the wheel. But it seemed only a little while before we caught up with the rest of the Guinea Pig Fleet, halted for gas and a chance to stretch legs. Someone in the back seat was singing "She'll be coming around the mountain," but I'd had enough of mountains as viewed from the driver's seat. The rest of the way somebody else could count the curves; I intended to enjoy the scenery—and the way that Buick traveled!

ENJOY myself I did. There was a long, smooth, modern road that cut straight as a string over a parade of mountain ridges, where you could relish the swoop and swing of steady, tireless travel. There was a winding, dropping stretch, where you could revel in the comfort of deep-cushioned seats as steady as your easy chair. Watch the road? Why bother! After what that Buick had carried me through, I was content to trust the driver. He couldn't go wrong!

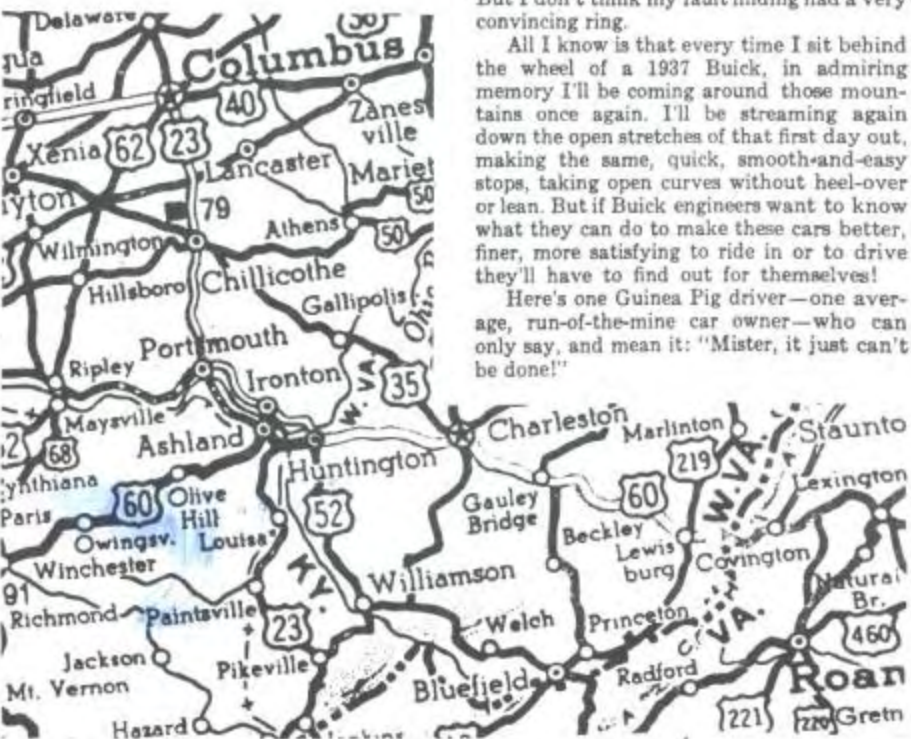
In no time at all, we were slipping past the level green of the White Sulphur polo field. Then the hotel gates, and I realized I faced a problem.

When we left Flint, they had handed each of us a little memorandum book. In it were spaces where we could put down what we thought about each of the cars, in detail. The power, the pickup, the carburetion, the brakes, a score or more of items—and they had asked us to be critical.

What was there to criticize about those cars? I didn't know. Factory men were making mountains out of molehills—a trifle of roughness in the idling, a slightly gritty gear shift—those things, said they seriously, had to be cleared up. I hadn't even noticed 'em. I managed to find a few things to put down other than "Fine!" "Excellent!" "Perfect!" But I don't think my fault finding had a very convincing ring.

All I know is that every time I sit behind the wheel of a 1937 Buick, in admiring memory I'll be coming around those mountains once again. I'll be streaming again down the open stretches of that first day out, making the same, quick, smooth-and-easy stops, taking open curves without heel-over or lean. But if Buick engineers want to know what they can do to make these cars better, finer, more satisfying to ride in or to drive they'll have to find out for themselves!

Here's one Guinea Pig driver—one average, run-of-the-mine car owner—who can only say, and mean it: "Mister, it just can't be done!"



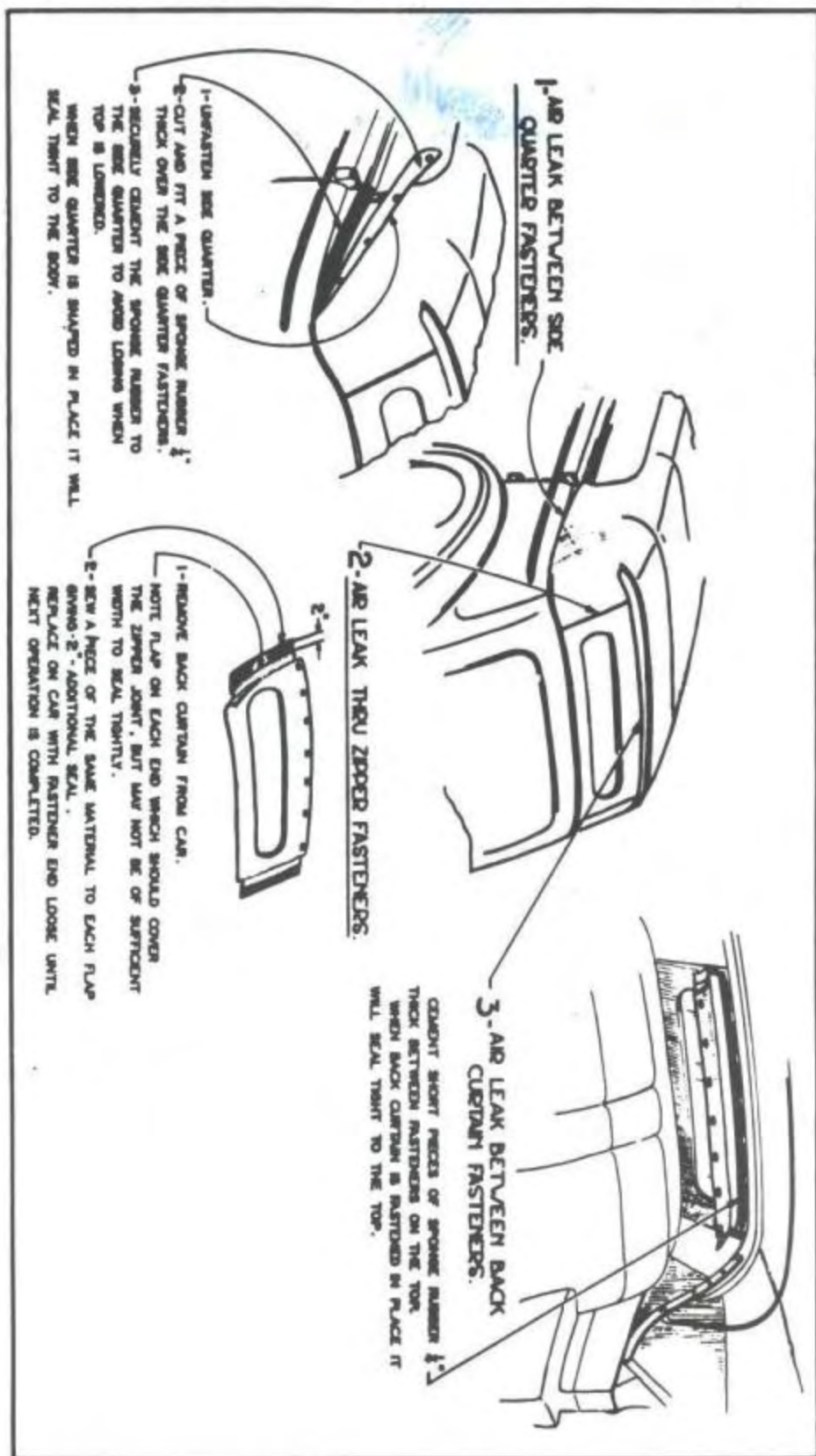


Figure 36

**CONVERTIBLE
COUPES &
PHAETONS.
WIND, WATER
AND GAS FUME
LEAKS- 1938**

Some complaints have been received from the field, of gas fumes entering the car through the rear portion of the folding top. These complaints have related in practically every case to Phaetons.

We have also received some complaints regarding leakage around the back curtain and at the rear quarters, both on Coupes and Phaetons.

Figure 36 shows an effective service method of sealing the back curtain and rear quarters against gas fumes, which is equally good for water leaks.

Current production phaetons are provided with additional sealing similar to that shown in Figure 36 except that the sponge rubber at the top of the back curtain is made in one continuous strip, with slotted holes for the fasteners, instead of being applied in short sections between the fasteners.

For servicing phaetons produced before this change went into effect, the following parts may be ordered through the Factory Parts Department:

Group	Part	Name	For
13.391	4087687	Rt. R. Q. Side Sponge Rubber Filler	40C - 60C
"	4087688	Lt. R. Q. "	40C - 60C
"	4087689	Back Curtain	40C - 60C
"	4087690	Rt. R. Q. Side	80C
"	4087691	Lt. R. Q. "	80C
"	4087692	Back Curtain	80C
"	4087693	Gasket for Back Curtain Fastener	40C-60C-80C

These parts have not been released for coupes, since there has been no corresponding change in coupe production, however, they may be used for remedying leakage in coupe jobs by trimming the back and side strips and punching new holes to suit the job in which they are being installed.

The following general remarks are worth noting in connection with this subject:

Folding a convertible top while it is still wet and allowing it to dry while folded, naturally shrinks it in all directions, causing it to pull too tightly when raised again.

Shimming the body to spread the doors may cause the top to be pulled too tightly, opening zipper and curtain joints. Adding a shim at the rear body tie-down bolts will relieve this tension.

Protection Waterproofer (Protection Products), applied to seams and edges of cloth, will prevent wicking and seepage of water. This material, B-125, may be purchased as follows: pint, 51¢; quart, 90¢; and \$2.85 per gallon, from Hinckley-Myers Company, Jackson, Mich.

**CONVERTIBLE
COUPE ROOF
COVERINGS-1937**

During late 1937 production, in order to balance out material stocks on hand, three different colors of LINING MATERIAL were used in making up the roof coverings for the Series 40 and 60 Convertible Coupes. This has resulted in considerable confusion and, in several instances, replacement back curtains have been shipped out by the Parts Department, the lining of which would not match up with the lining in the roof coverings.

It will therefore be necessary, whenever an order is placed for either a roof covering or a back curtain to be installed on a 1937 Convertible Coupe, to attach to the order a sample of the lining material in the job.

The Parts Department will be obliged to hold up any roof covering or back curtain orders pending receipt of the correct lining sample.

Dealer Service Bulletin

The speedometer gears have been redesigned on the Series 60, 80 and 90 in order to provide quieter operation. This change was accomplished by changing the pressure angle of the gears and consequently the first and second types are not interchangeable, except as sets.

**SPEEDOMETER
GEARS**
1938-60, 80, 90

When servicing speedometer gears, particular care should be taken to use only mating parts, i.e.: a first type part must not be used with a second type part and vice versa.

The following tabulation indicates the part numbers of the first and second type gears:

Speedometer Drive Gear,	Series 60	Series 80	Series 90
First Type	#1302722	#1302722	#1303722
Second Type	#1306676	#1306676	#1306676

BRAKE PARTS - From Volume I (1982)

Technical information from Paul Brennan #71.....

Note; All the R/M Brake parts listed here will replace stock parts perfectly. I have tried them all and have been well satisfied. This list has taken me nearly a year to assemble which included scrounging for original Bendix and Delco parts for comparison and also wads of information from the R/M distributor.

RAYBESTOS BRAKE PARTS

<u>Description</u>	<u>Series</u>	<u>Buick #</u>	<u>R/M #</u>
Master Cyl. Kit	All 40/60	1394787	MK-3
Frt. Wheel Kit	All 1 3/32" cyl.	405087	WK-35
Rear Whl. Kit	All 1" cyls	405084	WK-21
Frt. Brk. Hose	All 40/60	408787	BH-7600
Rear Brk Hose	All (Ex. 37-80C638Conv.)	128256	BH-6100
Copper Washer	All	231343	G-1243
Brk. Ret. Spring	All 40-60-80	497834	BP-120
Adj. Ret. Spring	All	1293922	BP-403
Hold Dwn Pin	All-40 ser	493996	BP-1105
Hold Dwn Pin	All others	493997	BP-1132
Hold Dwn Spring	All 40 680	231186	BP-1150
Adj. Screw	All	1416753	BP-1500
Wheel Stud	All 40-60	1292182	9579C
Adj. Hole Cvr.	All	224704	1455

Don't Do This !

**RADIUS ROD,
DAMAGED THROUGH
USE OF JACK -
1938**

It has been brought to our attention that in some cases when servicing 1938 models a jack is placed under the rear radius rod, thereby bending the radius rod and destroying its effectiveness. Naturally, the radius rod must be replaced with a new one.

Please caution your service personnel with instructions to discontinue such practice.



PARTS FOR SALE



From a 1937 Roadmaster: good springs; 2 doors; steering column with wheel; deck lid; rear back window; backing plates; other parts.

VIC DECKER
1312 Warren Avenue
Spring Lake, NJ 07662
201/449-2976



Parts For Sale:

37 Headlight Guts, \$75 Pr.
38 Headlight Guts, \$75 Pr.
38 Headlight Complete \$150
(Includes Glass & Chrome)
37/38 Small Series KingPin Set \$40
37/38 Small Ser. Overhaul Gaskets \$35
37 Comp. Steering Wheel & Horn Parts,
Restorable Cond. \$100
37/38 40 Eng Splash Pans \$35 pr.
38 Chromeable Grill \$100 pr.
38/41 Doors for Parts
38 Deck Lids for Parts
38/ 41 Gas Tank, Nice \$75
38 Center Horn Button Assembly \$35
37 Century Restored L/F Fender \$150
38 AAV-1 Carb \$100
37 41 Trunk Light Assembly Complete, \$35
37 47 Trunk Light Assembly complete, \$35
37 NORS Glove Box cardboard \$25
38 Tail Light Glass \$10 ea.
38/ 41 Hoods or Parts
38/ 41 Runningboard Cores \$40 ea.
37/38 Steering Col. Lock Assembly with Keys,
complete for \$35

37/38 Sunvisors \$10 ea.
37/38 Inside Rear View Mirrors \$15
38 41 Front Seat Back Ash Tray \$20
38 Cigar Lighter, nice knob \$30
38 Clock, Nice \$30
38 41 Spare Tire Clamp, \$5
38 41 Trunk License Light with Lens \$2
37 Re-Chromed Hood Orn., NICE, \$125
37 Re-Chromed outside Locking Handle \$7
37 Re-Chromed Trunk Handle 41 Ser. \$65
37 Temperature Gauge \$35
38 Park Lights Complete \$100 pr.
37/38 Oil Bath Air Cleaner \$200.00 (40 S
37/38 Front License Plate Holder, \$50
37/38 40-60 NOS R/F Shock, \$65 (1947A)
37/38 Dome Lights \$10
37/38 Dash Gauges \$5 up.
37/38 Fnt and Rear Vent Assemb. \$20 ea.

Dave Lewis
3825 S. Second Street
Springfield, Ill 62703
217-529-5290
9 A.M. till 9 P.M. C.S.T.

MEMBERS PLEASE NOTE: When calling people about parts or anything else (and this includes calling the Editor) PLEASE bear in mind the time zones across the country. When it's 9 PM in California, it's midnight in Ohio and 11 PM in Springfield, IL, and when it's 9 AM in California, it's 6 AM here. Also please bear in mind the possibility that the person being called does not share your lifestyle: just because you get up at 5 AM to feed the chickens and slop the hogs doesn't mean everyone else does.



PARTS WANTED



Trunk Hinges for 37/80 Series.
 37 Jack & Handle
 N.O.S. Grill for 37 or 38
 NOS Center Grill Stainless Molding
 For 37 and 38
 Mint Original Owners Manuals 37/38
 NOS Hood Ornaments 37 or 38
 Spark Plug Covers Small and Large Ser.
 Original Tool Kits
 Rear Fold Down Pumper Guard for 37/80
 Mint Trippie Lights, Jr's and Sr's.
 Working Radios, 37-38
 Accessorie Radio Speaker, 37/38
 Removable Center Door Post, 37-80C
 Rear Gravel Shield, Mint for 37/38 40 Ser
 Mint Center Hood Strip 37-80 and 37-41
 37 Center, Front Guard for Bumper.
 Original Spotlight for 37
 16" Wheel Trim Rings, Minor Dings only.
 37 and 38 Deluxe Heaters and Defrosters
 NOS or NORS Heater Switches, Variable
 Type with Light under Knob.
 Defroster Ducts for 37's
 Dealer Upholstery Swatches & Woodgrain Chips.
 Need Leathers, Cords, Mohair and Convertible Top.

(CONTINUED)

Dealer Wall Photos, Mint Only.
 Metal Buick Signs, Any Size.
 NOS Rubbers for Vents, Windshield and Back
 Glass for any series 37/38.
 NOS Inside or Outside Door Handles.
 NOS Trunk Handles 37/38 any series.
 NOS Horn Relays
 NOS STARTERS or Generators
 Mint Assist Straps any Series 37/38

Dave Lewis Restorations
 3825 South Second Street
 Springfield, Illinois 62703
 217-529-5290
 9 A.M. till 9 P.M. C.S.T.

WANTED:

NOS ring and pinion gears for
 1938 40 series with 3.9 ratio
 as used in the '37-'38 Century.
 Any leads appreciated.

RAY MONTGOMERY (#081)
 117 Leonie St.
 Lafayette, LA 70506
 318/981-4080 office
 318/984-4679 home.

ATTENTION McLAUGHLIN OWNERS: Ross McConnell (#484) says he may be able to provide access to parts, trim, etc. and information for McLaughlin-Buicks; he has the Canadian Fisher Body Manuals and other literature. Try him if you need help. Thanks, Ross.

Ross McConnell, 151 Walby Drive, Oakville, Ontario L6L 4C9
 416/827-5160 (home); 416/825-5392 (office).

NEW MEMBERS

WELCOME TO:

Steven Rossi (3520)
 37 Pawson Trail
 Branford, CT 06405
 203/481-0533
 '37 41

Milton Wadlar (#521)
 1525 Unionport Road
 Parkchester, Bronx, NY 10462
 212/829-4090
 '38 81

Jonathan Knoebel (#522)
 6410 Hutton Avenue
 San Diego, CA 92139
 619/479-7488
 '37 91

